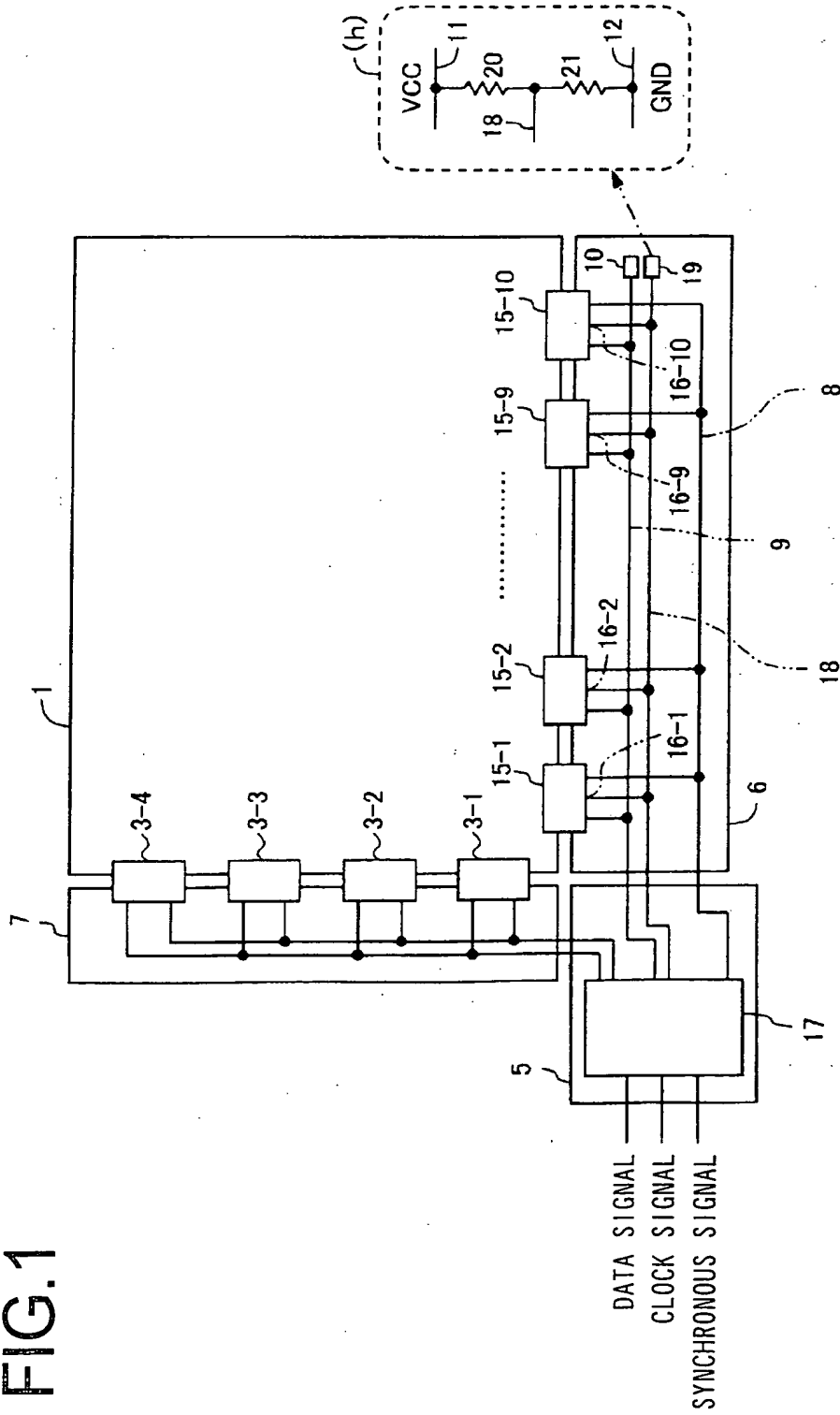


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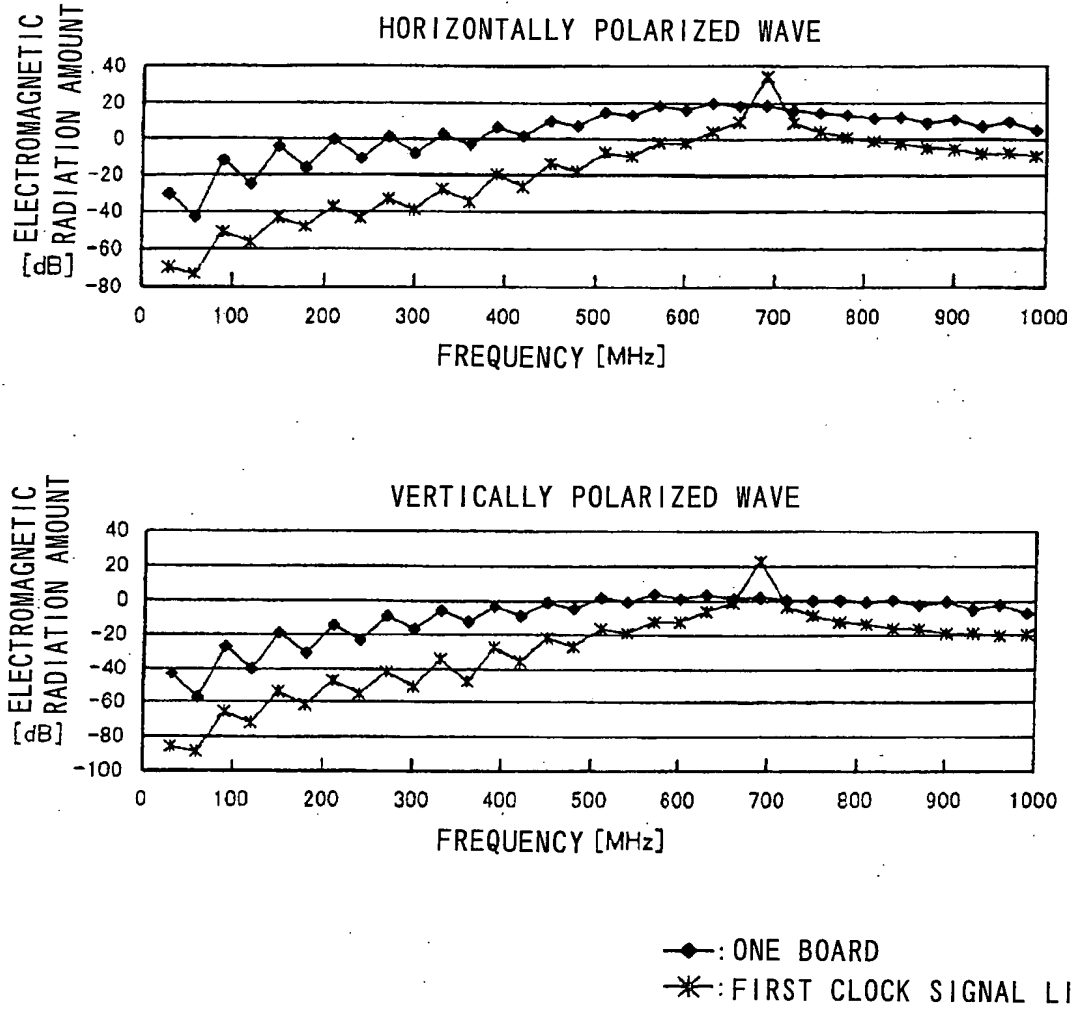


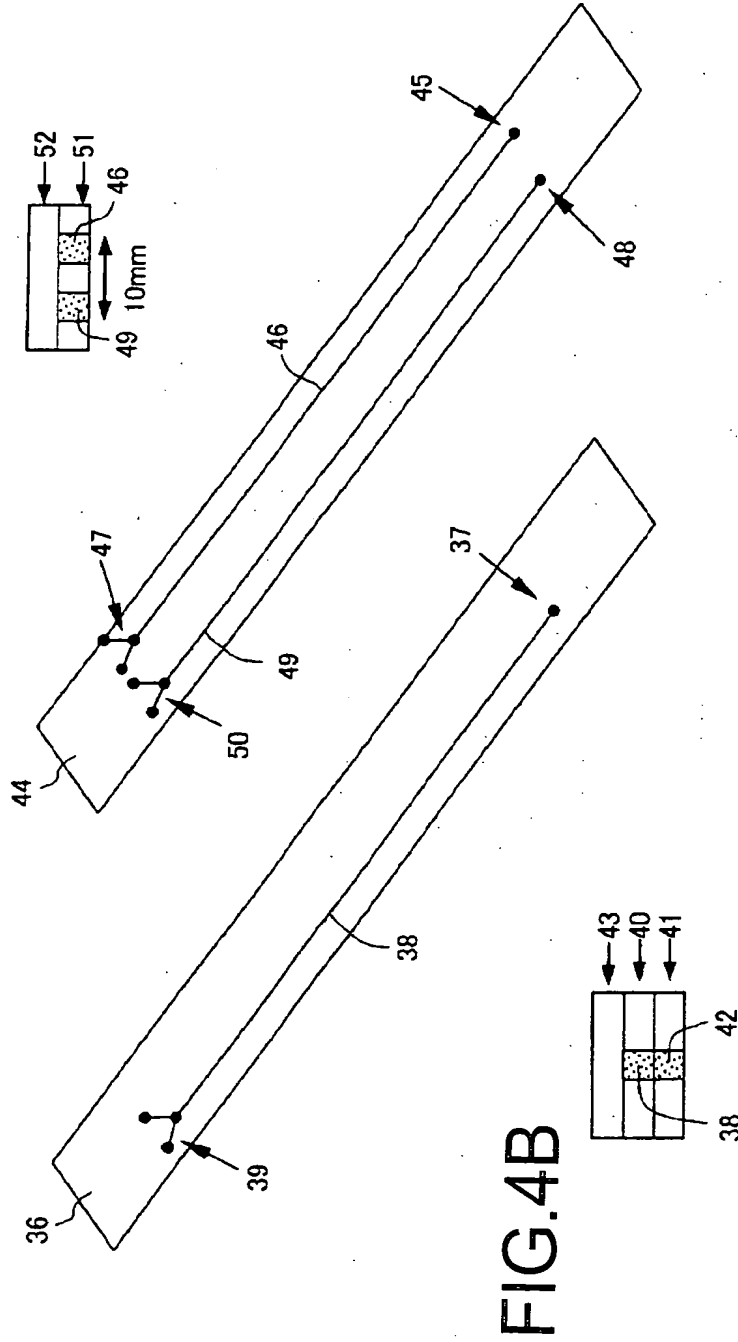
FIG.3

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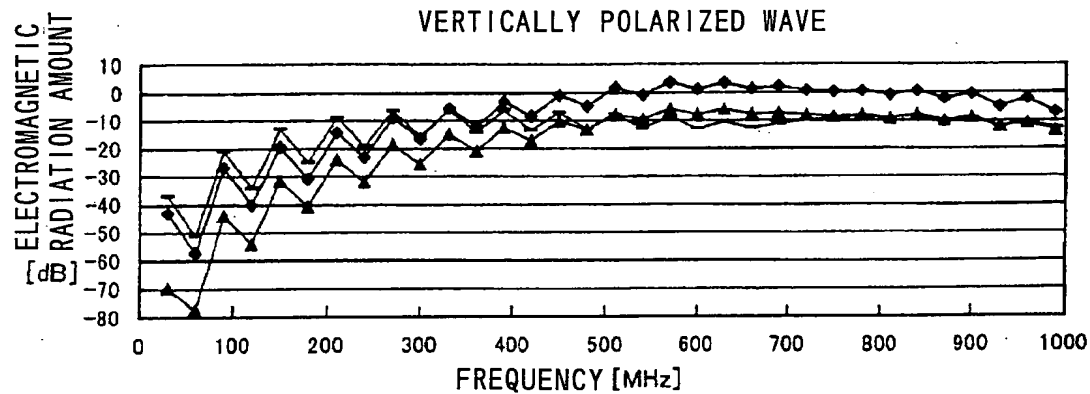
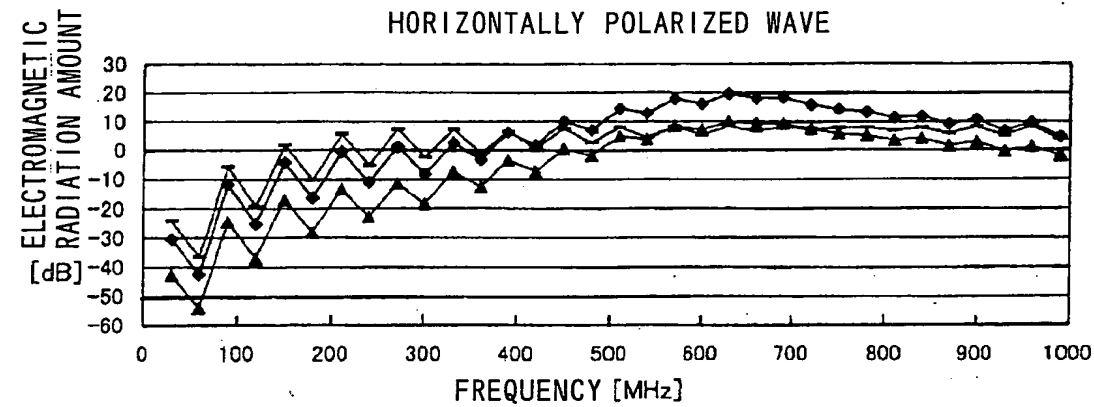
FIG.4A

FIG.4C

FIG.4D



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- ◆: NO REVERSE CLOCK SIGNAL
- : THIRD CLOCK SIGNAL LINE MODEL
- ▲: SECOND CLOCK SIGNAL LINE MODEL

FIG.5

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FIG. 6A



FIG. 6B



FIG. 6C

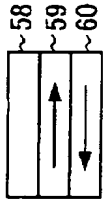


FIG. 6D

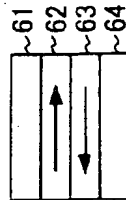


FIG. 6E

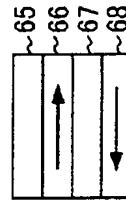
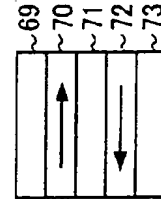
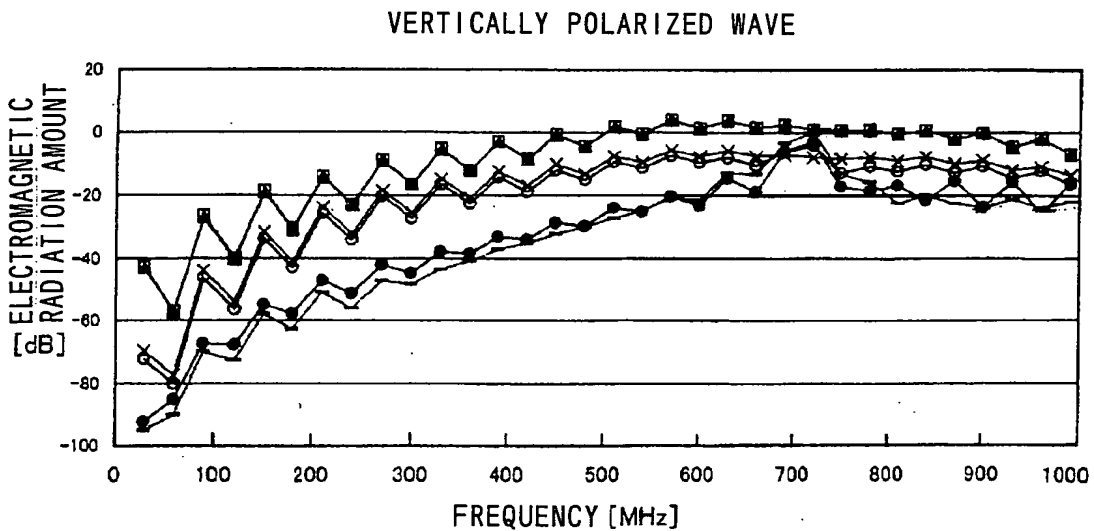
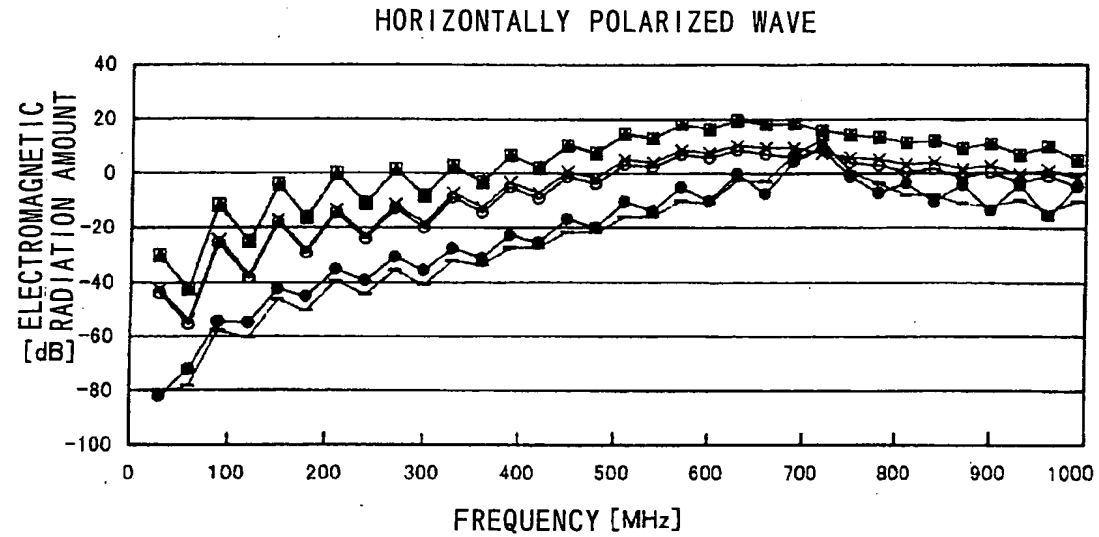


FIG. 6F



↑ CLOCK SIGNAL  
 ↓ REVERSE CLOCK SIGNAL

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- ◆: CONVENTIONAL CLOCK SIGNAL LINE MODE
- : ANOTHER CONVENTIONAL CLOCK SIGNAL LINE MODE
- ×: FOURTH CLOCK SIGNAL LINE MODEL
- : SIXTH CLOCK SIGNAL LINE MODEL
- : FIFTH CLOCK SIGNAL LINE MODEL
- : SEVENTH CLOCK SIGNAL LINE MODEL

FIG.7

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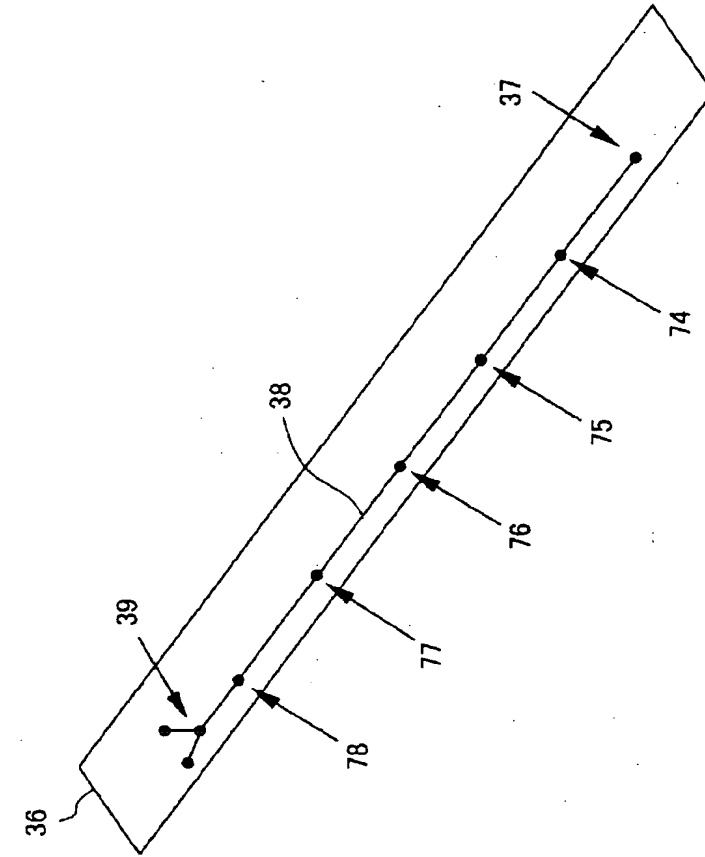


FIG. 8



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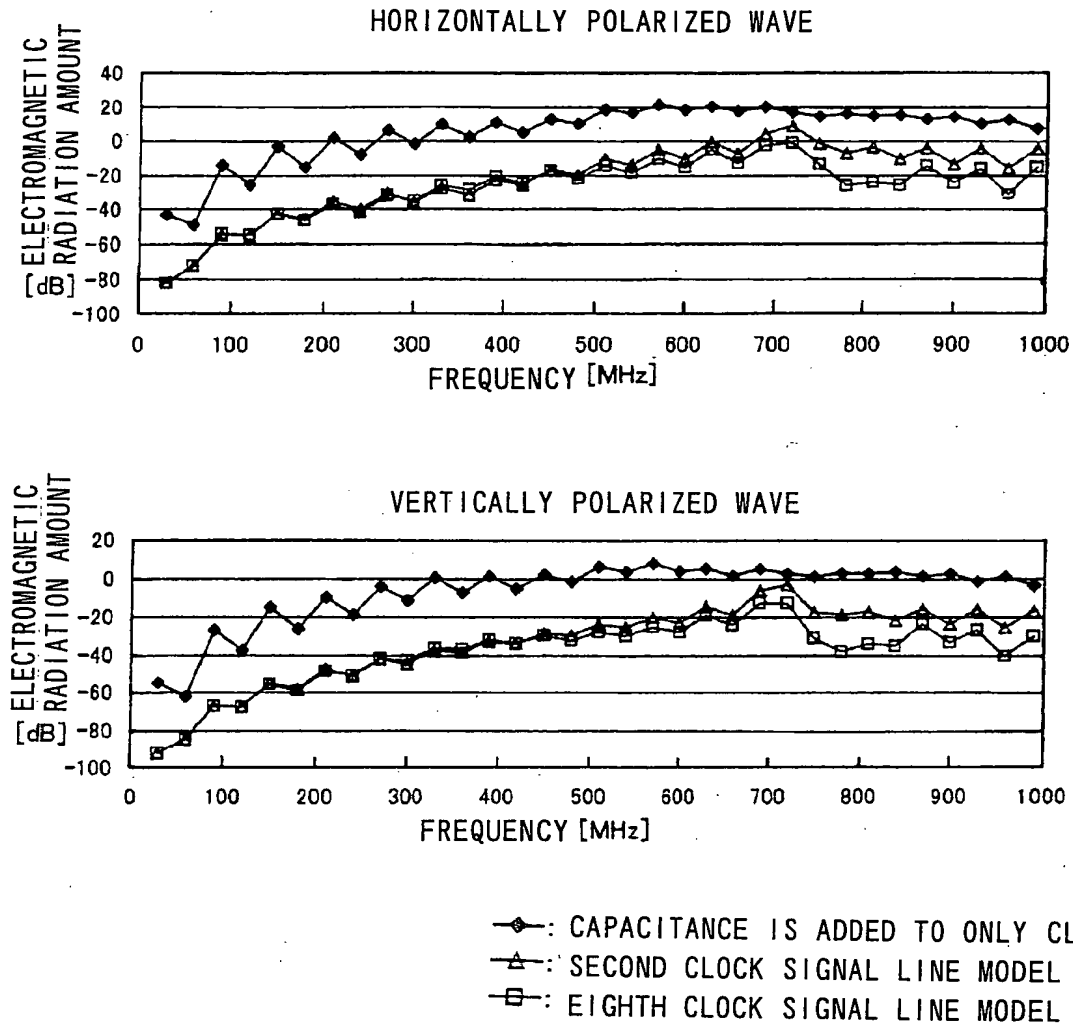
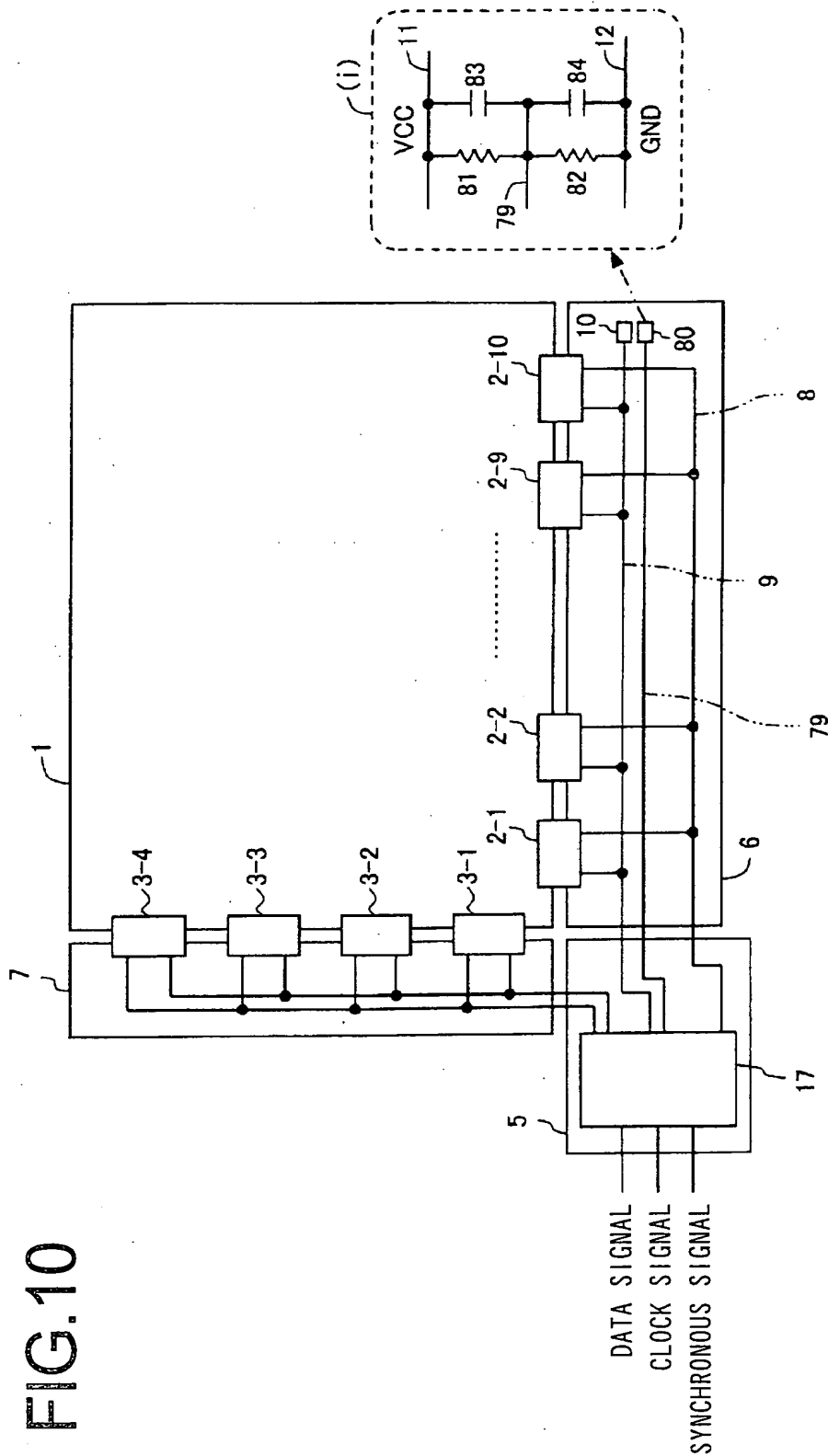
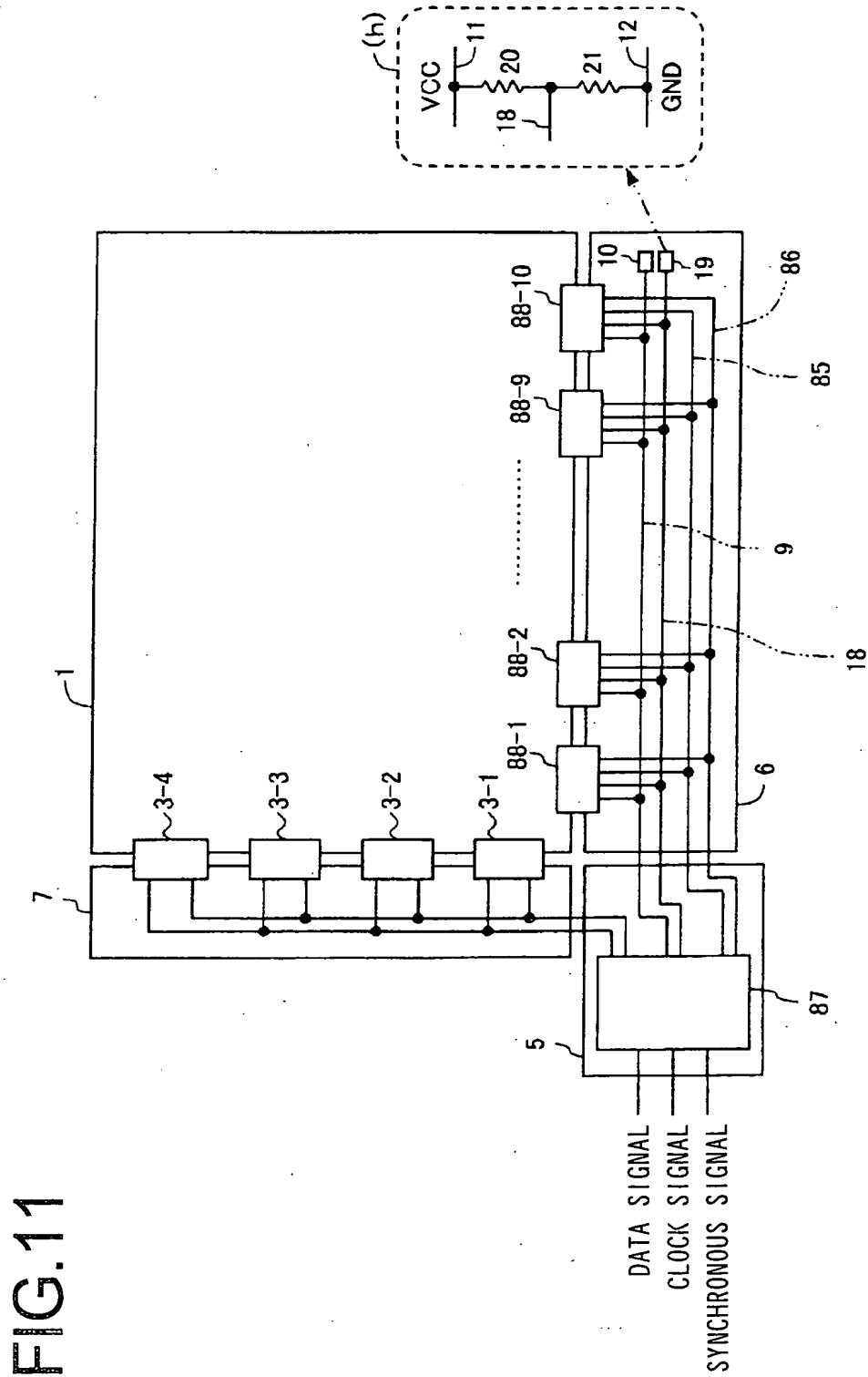


FIG.9

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FIG.12

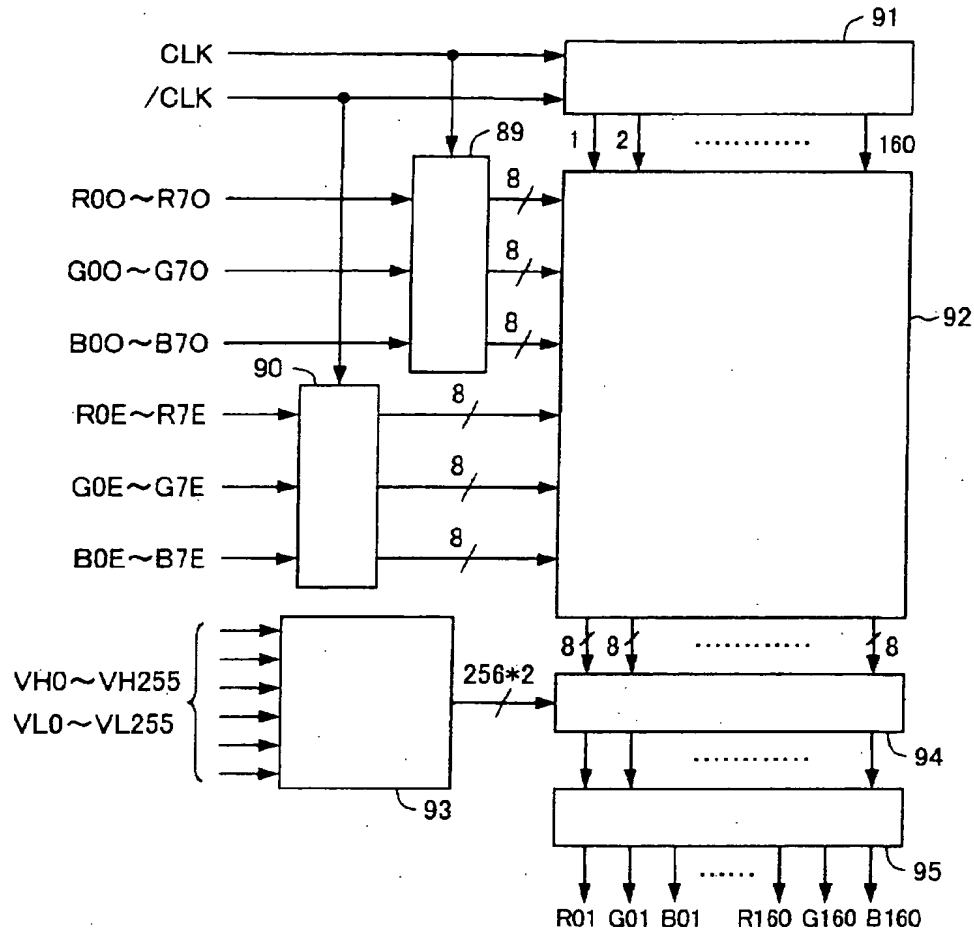
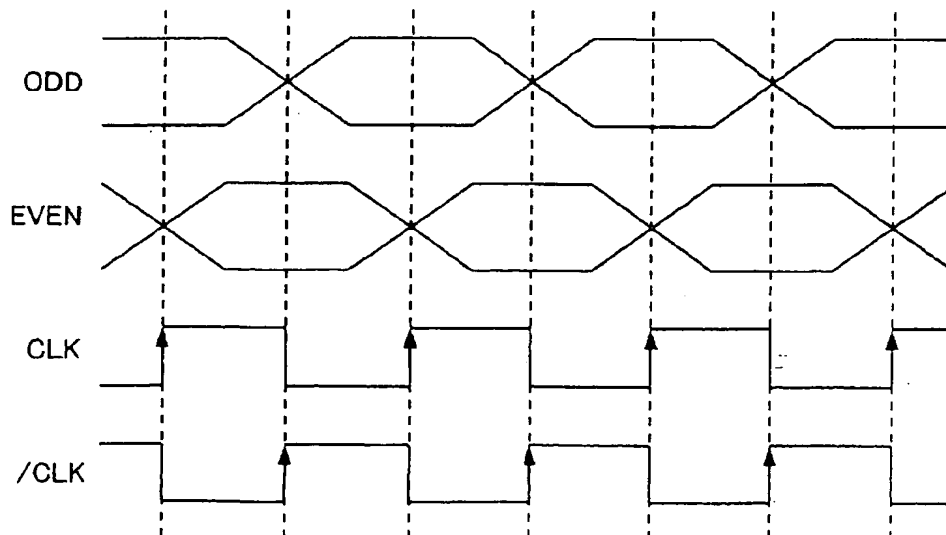


FIG.13



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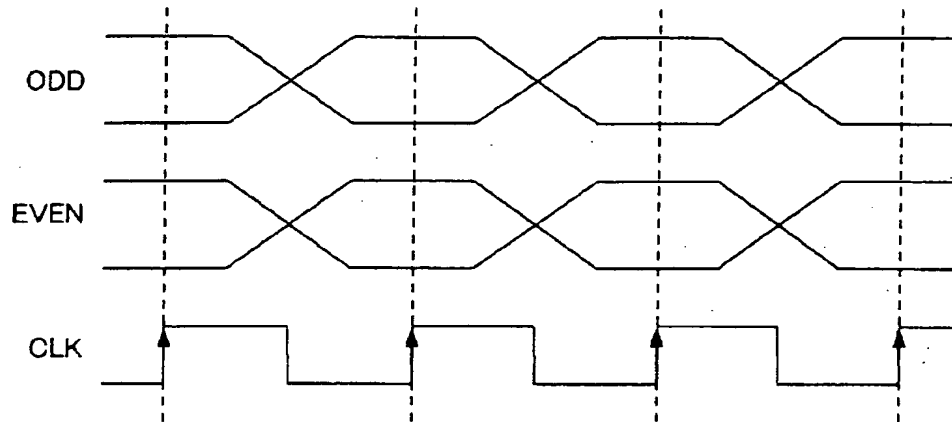


FIG.14

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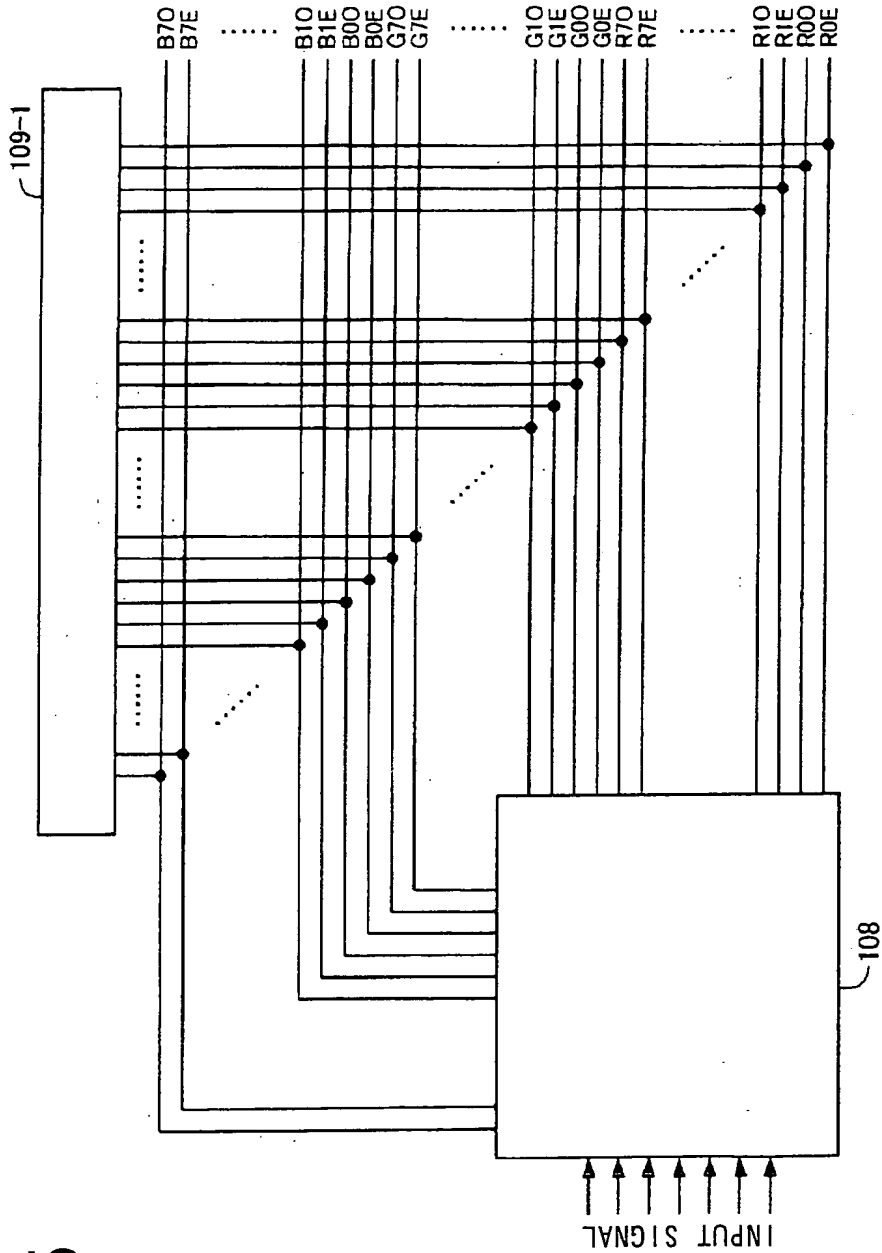
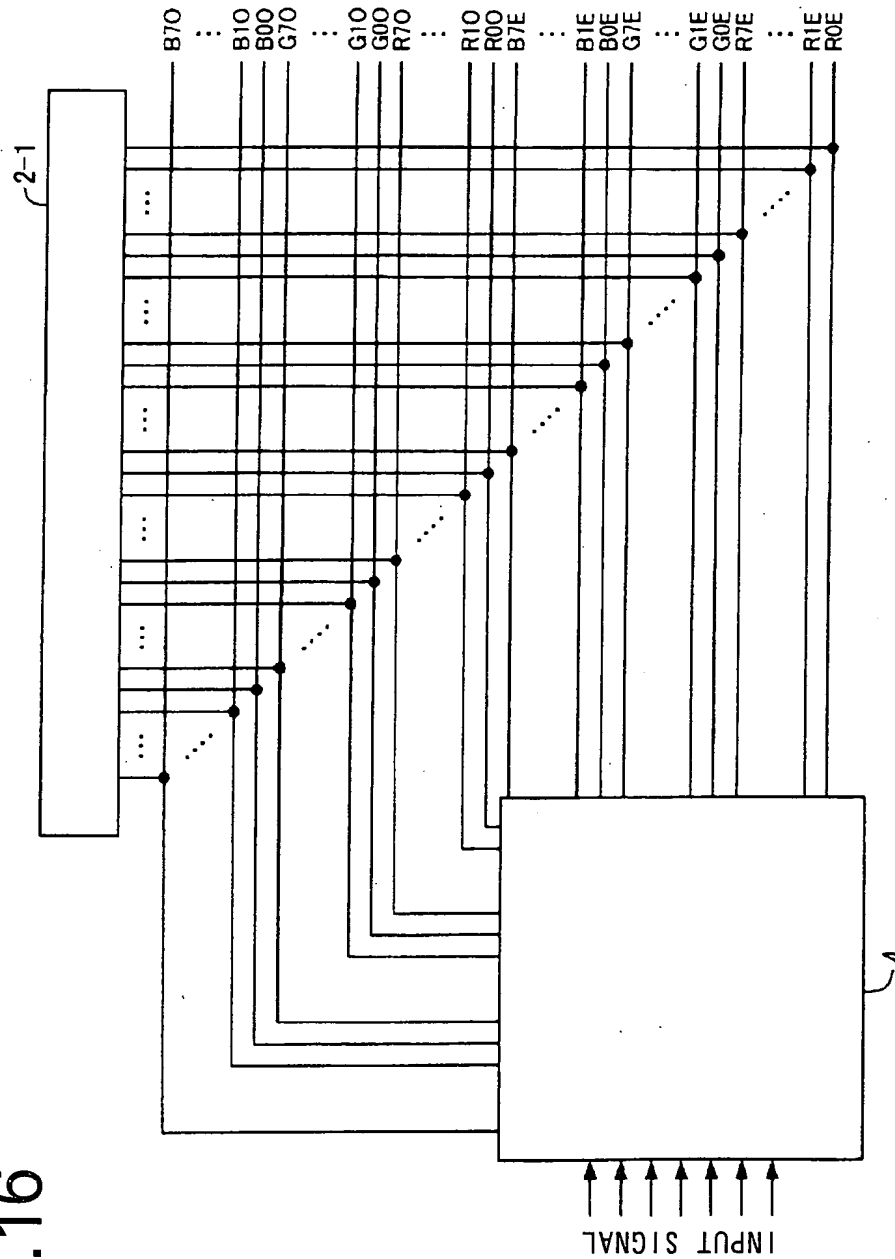


FIG.15

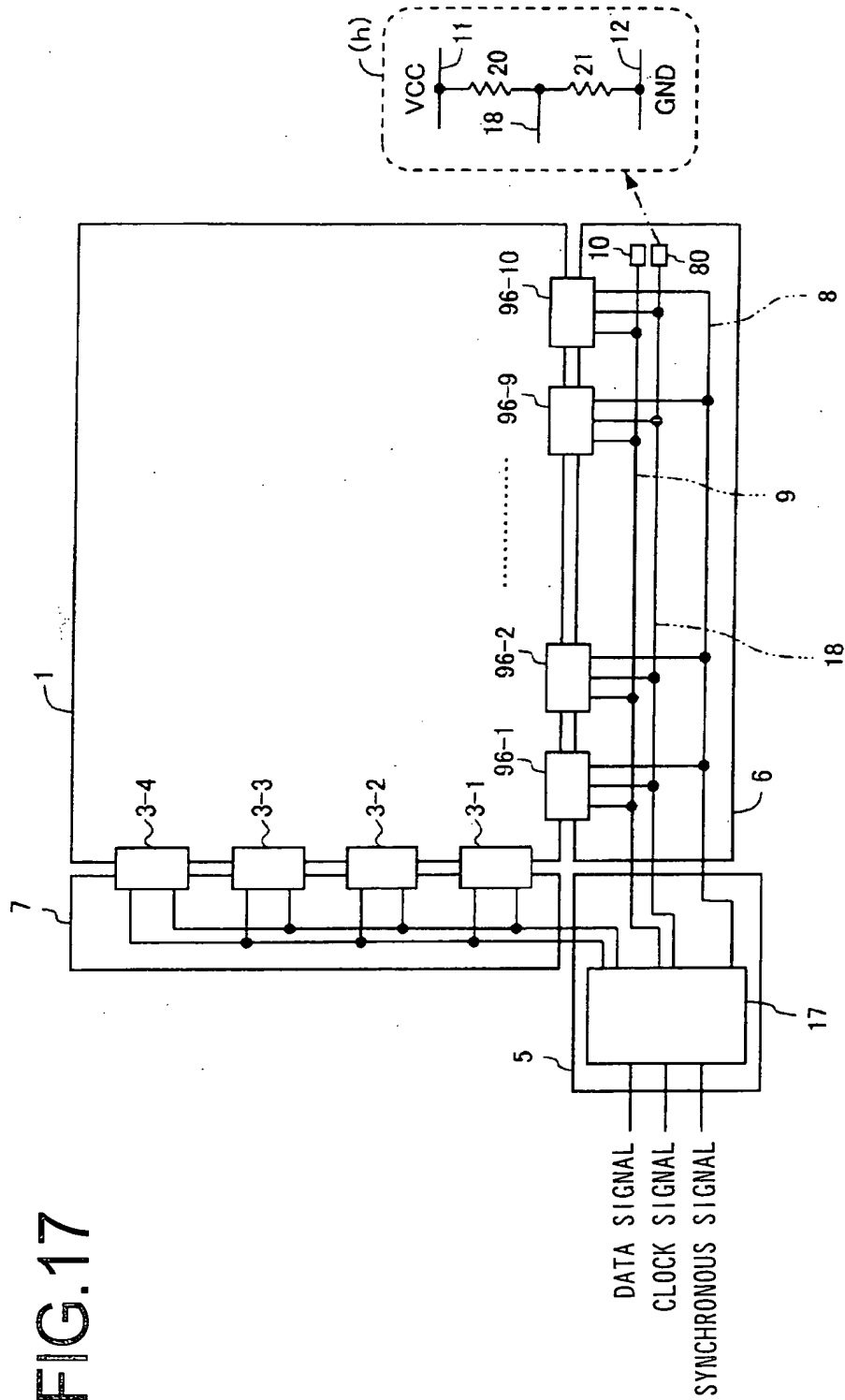
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FIG. 16



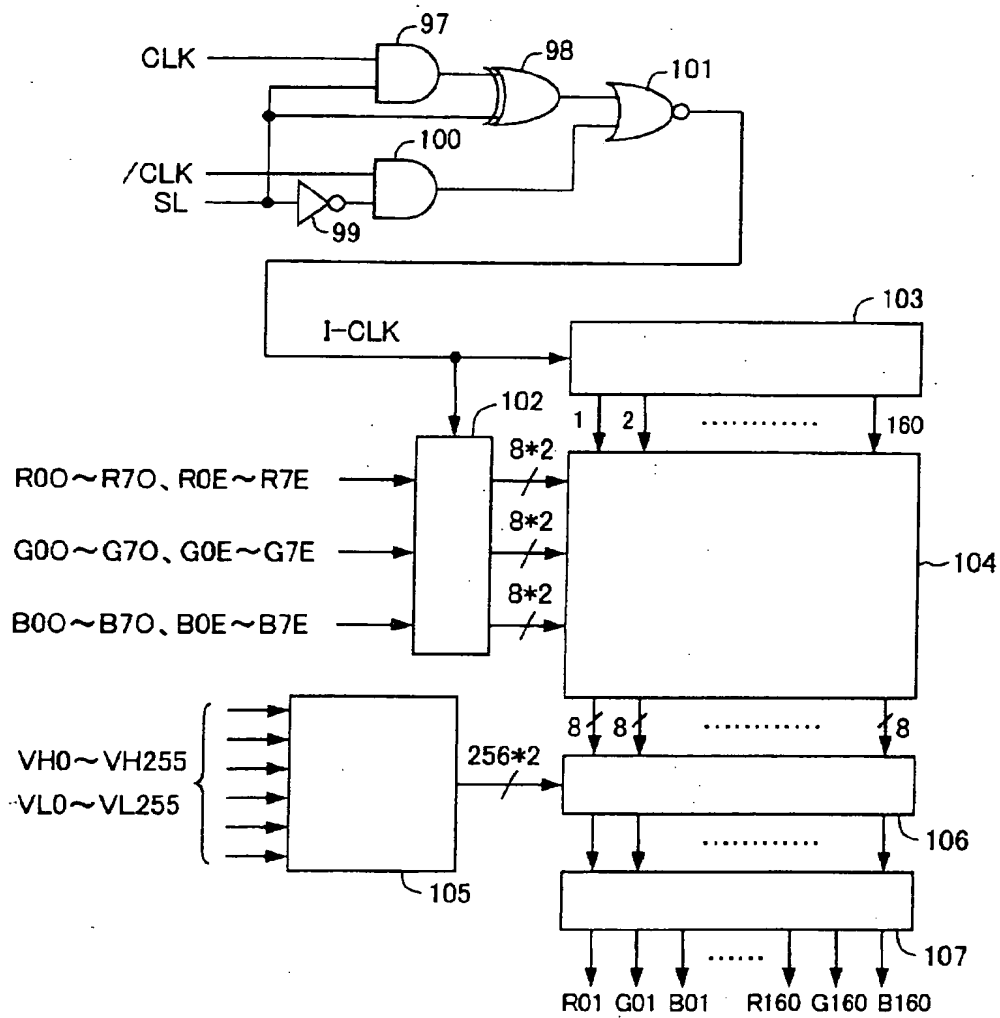
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17.1G.E





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SL { H: TAKE-IN AT THE RISE-UP TIMING  
L: TAKEIN AT THE FALLING TIMING

FIG.18

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